

**U.S. NAVAL BASE, PEARL HARBOR, PEARL CITY PENINSULA**  
**Pearl City Peninsula**  
**Pearl Harbor**  
**Honolulu County**  
**Hawaii**

**HABS No. HI-393**

HABS  
HI-393

**PHOTOGRAPHS**  
**WRITTEN HISTORICAL DATA**

**HISTORIC AMERICAN BUILDINGS SURVEY**  
**National Park Service**  
**U.S. Department of the Interior**  
**Oakland, California**

## HISTORIC AMERICAN BUILDINGS SURVEY

### U.S. NAVAL BASE, PEARL HARBOR, PEARL CITY PENINSULA

HABS No. HI-393

**Location:** The Pearl City Peninsula is part of the Pearl Harbor Naval Complex, and lies between the harbor's East Loch and Middle Loch. The peninsula lies outside the boundary of the Pearl Harbor National Historic Landmark. It is now largely a military housing area, except for some fuel, warehouse, and waterfront facilities. A polygon enclosing the Navy-owned portion of the peninsula has the following UTM coordinates:

USGS Waipahu & Pearl Harbor Quadrangles, Hawaii 1983  
7.5 Minute Series (Topographic) (scale - 1:24,000)  
Universal Transverse Mercator Coordinates:

1	04.606530.2365810	7	04.605800.2364380
2	04.606840.2364930	8	04.605040.2365380
3	04.606830.2364140	9	04.605360.2365660
4	04.606620.2363760	10	04.605340.2365880
5	04.606500.2363740	11	04.606260.2365920
6	04.606120.2363650	12	04.606230.2365740

**Present Owner:** U.S. Navy

**Present Use:** Mostly residential with some aviation fuel pumping and storage facilities, warehouses, and other recent Navy buildings.

**Significance:** This peninsula is significant for its pre-World War II civilian history, the Pan American Airways history in the late 1930s and early 1940s, and the Navy history of this peninsula during and after the war.

The peninsula contains a small area of historic houses for which HABS reports have been prepared (see HABS No. HI-358 for the neighborhood report and HABS Nos. HI-358-A through -E for the reports on the individual buildings). HABS or HAER reports have also been prepared for the following facilities on Pearl City Peninsula. The two tanks and the storehouse have been demolished.

Report Number	Fac. No.	Date	Report Name (all preceded by: U.S. Naval Base, Pearl Harbor)
HAER No. HI-55	S 649	1942	Pier and Yacht Club Marine Railways
HABS No. HI-436	695	1945	Naval Aviation Supply Depot Storehouse "A"
HAER No. HI-30	S 88	1944	Jet Engine Fuel Storage Tank
HAER No. HI-31	S 93	1951	Jet Engine Fuel Storage Tank

## HISTORY OF PEARL CITY PENINSULA

### Civilian Period on Pearl City Peninsula, 1800s-1941

In the nineteenth century the peninsula between Middle Loch and East Loch had numerous fishponds, some rice fields, pasture land at the tip, and oyster beds offshore (Bishop Museum 1959). Because the peninsula provided so many resources, it was divided among three *ahupua'a* (Hawaiian land divisions that typically run from the shore to the crest of a mountain range). The portion of the peninsula to the west of Waiawa Stream is in the Waiawa *ahupua'a*. The eastern part of the peninsula is in Waimano *ahupua'a*, per an 1887 (Hawaii Territory survey) map, although more recent maps of *ahupua'a* boundaries suggest that Waimano includes very little of the peninsula. These recent *ahupua'a* maps show most of the peninsula is part of the Manana *ahupua'a*. In 1890 sections of the peninsula and nearby land, mostly in Manana, became the first planned subdivision outside of urban Honolulu. Development of this suburb was one of the many business enterprises, all inter-related, of Benjamin Franklin Dillingham. In the late 1880s and 1890s, he was involved in a 115,750-acre "Land Colonization Scheme," intended to promote agricultural as well as real-estate development, supported by a railroad planned around most of O'ahu (Hawaii State Archives 1887). The Manana acreage was part of the larger land "scheme," the portion located closest to Honolulu along the Oahu Railway and Land Company (OR&L) rail line. The portion of the rail line from Honolulu to Manana, about 15 miles in length, was opened on January 1, 1890 (Yardley 1981: 148). Much of the 2,200 acres owned by OR&L in Manana, especially in the higher elevations, was leased to pineapple growers, and the rest subdivided into small lots. These lot sales subsidized the railroad in its early years (Yardley 1981: 160).

As shown in the 1890s map in this report, there were two clusters of lots, one grouping mauka of the rail line and the other in the bottom half of the peninsula, served by a spur of the main OR&L line running down into the peninsula from the railroad station. Between the two clusters of lots were natural wetlands or rice fields; and the rail line ran on a causeway through here, still evidenced by the raised roadbed of this portion of Lehua Avenue. By 1892 the suburb had acquired the name "Pearl City" and was described as having about 800 lots, 250 of which were sold, and "several elegant modern residences already built" (*Paradise of the Pacific* July 1892: 6). Queen Lili'uokalani had purchased three of the lots in 1891; these, however, "were among the last sold for a long time" (Yardley 1981: 167), due to economic and political turmoil in Hawaii in the 1890s. There was so little home building on the mauka lots that they were planted in sugarcane while awaiting another building boom. Annexation in 1898 spurred commercial and residential growth in Hawaii, particularly on Oahu. However, growth on the peninsula was still slow in the early decades of the twentieth century. Pearl City remained fairly rural, despite its name. The first Pearl City school did not open until 1907. By 1922 there was enough population to support a theater.

In the earliest years there were few full-time residents. Some wealthy families had purchased more than one waterfront lot and constructed large estates that were mostly used on vacations and weekends or as retirement homes. Among the earliest to establish their home on the peninsula was the family of Colonel Curtis I'aukea, a court official under Kalākaua and Lili'uokalani. When he first lived on the peninsula, in 1894, he stated that the only other permanent residents were two Hawaiian families, Hookano and Archer, and "a German named Schwank who made his living fishing for sea mullet which he smoked and developed into a profitable business" (I'aukea c. 1988: 198). He also noted that by 1896 more families had decided to live full-time on the peninsula, including those of Clarence MacFarlane, William Rice, and Henry Waterhouse. Some of the part-time, wealthy residents, mentioned by I'aukea or in

oral histories of the area, included several branches of the Dillingham family, as well as Atkinson, Dowsett, and Cooke families (Ellis 1995: 50 & 54). Organizations later acquired some of the larger parcels; in 1926 the l'aukea estate on the peninsula was acquired by the Oahu Council of Girl Scouts, who retained its name of Haleopua, which translates to "house of flowers" (Ellis 1995: 69). This parcel has remained undeveloped since the Navy acquired it, and the house foundations, pool, and pond remnants remain (Dodge 2002). Only two pre-World War II houses remain on the peninsula and now serve as Navy residences. One was owned by the Macintyres and then Robinsons in the 1920s and 1930s, used only as a vacation home (see HABS No. HI-358-A). The other remaining pre-WWII house was a full-time residence owned by Dr. Yokichi Uyehara, a physician who practiced in Waipahu (see HABS No. HI-358-B).

The families on the peninsula in the pre-WWII decades made their livings in a variety of ways (Ellis 1995 and Pearl City Public Library 1992). A few had high-level positions, such as OR&L executive Albert Van Valkenburg; Victor Schoenberg, manager of the Bank of Hawaii; Waipahu branch; and George Fuller, vice president of the Bank of Hawaii. Other residents on the peninsula commuted to office jobs, mostly in Honolulu. Some local residents worked at nearby pineapple or sugar plantations. Some found nearby employment, such as yard work, with the larger landowners or one of the yacht clubs. Other Pearl City residents built rental units on their lots and supplemented their rental income in various ways. Often the owners of smaller lots fished or farmed, both for their own use and for cash sales. Some families grew taro, rice, and similar crops in the wetland area between the rail line and the subdivided lots. A number of residents had a business and home on the same parcel.

There were several large fishponds (*loko*) on the peninsula. Homes built by the Waterhouse family and several other wealthy owners were located next to Loko Weloka, on the east side of the peninsula. In 1917, the land grant (6848) to Fred T.P. Waterhouse included the fishpond, under the conditions that no portion of it be filled and that no piers or other obstructions to navigation, such as floats, be erected or moored. The fishpond on the west side, Loko Pa'au'au, was located just north of the remaining cluster of historic homes on the peninsula. This pond, and the land south of it, were owned in the early twentieth century by J.F. Colburn II, a member of Queen Lili'uokalani's cabinet (Hawaii Newspaper Agency). Loko Pa'au'au was not so protected as Loko Weloka, and in the early 1930s it was partially filled and developed by a prominent Honolulu physician, Dr. Wah Kai Chang, into the "Venetian Palms" subdivision, with each of the 100 or so lots abutting a canal or Middle Loch (Pearl City Public Library 1992: 39). In August 1929 (Hawaii Newspaper Agency) Standard Dredging Company was reported to be under contract to develop the lots, but Dr. Chang had already sold the strip "along the main road" (Ashley Avenue). Because of the depression, few homes were ever developed on the "Venetian Palms" lots, and Navy acquisition maps (see "Sources – Maps" notes: Sheets N & R) show only ten houses built in this subdivision. Now there are no houses located north of the Kaiapo Canal, since the Navy moved or demolished the houses and used this area for a dredge disposal area/landfill after World War II. Only the bridges over this canal remain.

After the Navy base was established in 1913, and particularly after Ford Island was developed with military facilities (in 1917 with the Army's Batteries Adair and Boyd, and then with Army and Navy aviation installations), Pearl City peninsula became a popular place for military families. Some Army and Navy personnel, especially non-commissioned officers, lived in the rental units and commuted to Ford Island by small boat or ferry. The location of the ferry landing was near the tip of the peninsula (see 1939 map in this report).

Pearl City peninsula was the first port of call of author Jack London and his wife, Charmain, in 1907, during their two-year cruise in the *Snark* to the South Seas. For several months they

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lived in a friend's "very small, very rustic, very simple brown bungalow of three rooms" at Pearl City peninsula before continuing on their voyage (London 1922: 34). The Londons had met Honolulu artist and merchant Thomas Hobron on the mainland, and he had offered them the use of his peninsula "shack" (London 1917: 5). Many of the wealthy families had yachts or other vessels for recreation, which joined the utilitarian fishing and ferry boats on the waters around the peninsula. "A wharf and boat house for pleasure craft was built and maintained by the [OR&L]. . . . The first boat races were believed held in September of 1893" (Ellis 1995: 25). These were promoted by Dillingham to increase both passenger rides to the races on his railroad and Pearl City Peninsula lot sales. The Hawaii Yacht Club was chartered in October 1901 and built its clubhouse "on the peninsula at Pearl Harbor" (Hawaii Yacht Club 2001: 2). Presumably this meant on the subdivided Pearl City Peninsula, not on Waipio Peninsula, which was mostly sugar fields. A 1907 map (U.S. Department of the Navy) shows a "boathouse" on Pearl City Peninsula, near the intersections of Coral and Aloha Avenues, which may have been this yacht club's building. Apparently this club "unraveled" for lack of interest, and at some date the Honolulu Yacht Club, established at the mouth of the Ala Wai in the 1930s, "reclaimed the name, Hawaii Yacht Club" (Hawaii Yacht Club 2001: 2). The original Hawaii Yacht Club founders included such Hawaiian royalty as Prince Kuhio Kalaniana'ole and Prince David Kawanakoa. In 1924 the Pearl Harbor Yacht Club was established, and became known for the many sail boat races it held. It had more than one location on the peninsula (see HAER No HI-55). By 1928 the Yacht Club had a wooden L-shaped pier at the end of Lanakila Avenue and a marine railway to pull boats out of the water. The house of Albert F. Afong was purchased and "turned into a clubhouse for the Yacht Club" (*Paradise of the Pacific* 1929 and Ellis 1995: 52). The foundations of this house are still visible behind Fac. 731.

Besides Jack and Charmain London, Pearl City Peninsula attracted other visitors of note. The Hollywood actors, Carol Lombard and William Powell, honeymooned on the peninsula in the 1930s, and were guests of Yacht Club members. Another famous visitor to the Pearl City Peninsula in 1934 was President Franklin D. Roosevelt, who was a weekend guest of his classmate, George Fuller (Ellis 1995: 28).

Pan American Airways' (PAA) China Clipper made several scouting flights between the West Coast and Pearl Harbor in the spring and summer of 1935. The PAA seaplanes on these early flights moored at Ford Island. The first airmail flight over the Pacific landed at Pearl Harbor on November 23, 1935, mooring at the new PAA base on Pearl City peninsula. PAA leased the home of Robert Atkinson, "including approximately two acres, [located] half way between the yacht club and the ferry slip" (*Honolulu Star Bulletin* 1935). The house was used as a waiting room and to provide offices for health, immigration, customs, and other government officials. It was planned to build shop facilities on the property, since for earlier flights maintenance "facilities at Ford Island had been provided the PAA ships through the courtesy of the fleet air base" (*Honolulu Advertiser* 1935). This flight was another confirmation of the importance of Pearl Harbor to trans-Pacific flight, both civilian and military. Besides the early use of Navy facilities, the close cooperation on meteorological and navigational matters between PAA and the Navy was one of the reasons for selecting Pearl Harbor, rather than Kaneohe Bay or some other location on Oahu, for its Hawaii base. In this period of increasing tensions between the U.S. and Japan, PAA was viewed by the Japanese government as a cover for military operations, including air base developments at Midway, Wake, and Guam.

Regular airline passenger service between Manila and San Francisco via Pearl City peninsula was inaugurated in October 1936. By this date, the PAA facilities at the peninsula had expanded, but no definite map of its extent has been located. Part of the research difficulty lies with the PAA-Navy link and the security that resulted from sabotage incidents (Jackson 1980:

197). In addition to the Atkinson house, which served as the PAA terminal building, additional adjacent land was leased from the Atkinson estate in 1937, to be used for storage, with no new construction planned (*Honolulu Advertiser* 1937). Passengers generally spent their overnight stay at the Royal Hawaiian Hotel on Waikiki Beach, while the crew stayed at the Alexander Young Hotel, downtown (Jackson 1980: 54). There was also the smaller Grove Hotel located on the peninsula. There was no need for a PAA hotel on Pearl City peninsula, as there was on Midway, Wake and Guam.

### **Military Functions on Pearl City Peninsula before and during World War II**

The build-up to World War II started to affect the peninsula residents in 1939 when all the waters of Pearl Harbor were declared a defensive sea area. The order was front-page news in the May 31, 1939 *Honolulu Star Bulletin*, with three articles speculating on what the order would mean to those who owned land or had claims or rights to fisheries and fishponds around the harbor, and to those who boated or fished in the waters. A *Honolulu Advertiser* report from 1940 shows that the yacht races in Pearl Harbor were not curtailed. Vessels owned by Japanese or other foreign nationals were barred, and no aliens were allowed to be on any vessels within Pearl Harbor, due to fears that they were spying for the Japanese government on Navy ship movements in the harbor (Ellis 1995: 94 and McDonald 1939: 22). In 1940 and 1941 the war build-up became more and more obvious, with increasing military personnel and activity throughout the island. Some peninsula residents worked on the numerous building projects at the naval installation (Ellis 1995: 82).

The Japanese attack on December 7, 1941 affected Pearl City peninsula as well as the military bases around the island. Many residents witnessed the attack, and some were shot at, while driving, by Japanese planes (Ellis 1995: 74). Shrapnel killed one three-year-old resident of the peninsula, Rowena Foster (Ellis 1995: 70). The night of December 7, 1941 six planes flying in from the USS *Enterprise* aircraft carrier were shot at, since communication was poor and tensions were high. The squadron was mistaken for returning Japanese planes. One of these planes crashed on Pearl City peninsula, burning "Palm Lodge," a house on Kirkbridge Avenue (Lundstrom 1984: 19).

Almost all of the residents fled the peninsula December 7, 1941 for at least a few days, as the explosions from the burning USS Arizona and other ships continued long past the few hours of the attack. Many residents recount watching the attack or its aftermath from the hillside above the peninsula. Residents slept that night at Waimano Home, at institutions in Waipahu, with friends, or in the cane fields (Ellis 1995: 73-75).

Because the military feared sabotage, many Japanese families were evacuated from the area immediately after December 7, 1941. The area around the Waiau power plant was considered particularly sensitive. Dr. Yokichi Uyebara, a Japan-born physician who had a waterfront home on Middle Loch (now Facility 637 – see HABS No. HI-358-B), was interned in New Mexico. Although most Americans of Japanese ancestry (AJA) in Hawaii were not interned, many were subjected to prejudice, including exclusion from certain Navy work projects and frequent suspicions about their loyalty. For instance, a long-term employee of the Pearl Harbor Yacht Club, who was an AJA, was the subject of a memo in 1944. The memo noted that his position allowed him to observe the armament and radar of the Motor Torpedo squadrons at the Sub Section Base, and this was "considered undesirable" (Harrison 1944). The Pearl Harbor Yacht Club, by the end of 1941, had come under Navy control (Landauer and Landauer 1999: 257).

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Within a few days of the attack, some lands were immediately turned over to Navy control. Often this was informally done with the agreement of the property owners, before the legal paperwork for license, lease, or purchase was completed. The properties on the south and west shorelines of Pearl City Peninsula were "acquired by declaration of taking (Civil No. 505, Federal District Court) under the First War Powers Act. The date of taking, of record, is 21 Mar 44" (Contractors Pacific Naval Air Bases n.d.: A-846). The Navy actually got use of these lands in late 1941 or early 1942. The Contractors Pacific Naval Air Bases (CPNAB) completed several projects on Pearl City peninsula, including building two warehouses as well as a few other structures, alterations and repairs of the PAA terminal building, renovations and repairs to fourteen small beach homes, construction and dredging associated with a seaplane ramp for the Naval Air Transport Service (NATS) and two carrier moorings wharves, and constructing all supporting utilities (CPNAB n.d.: A-845). The carrier moorings (Facilities V-1 and V-2) were the first of four "Victor docks," and became part of the Naval Aviation Supply Depot (NASD). Construction of the rest of the NASD was delayed by a number of factors until 1944, and is discussed further below.

The Civil No. 505 lands included the area on the west side of the peninsula leased by PAA, which was then used as the NATS station. In addition to taking PAA's land, the Navy also contracted to use the airline's planes and staff until the end of the war (Pan American Airways, Inc. 1944: 48 and Jackson 1980: 205). Because of the increased ship traffic in Pearl Harbor after 1941, plans were made to move the seaplanes, since landing them was dangerous in the crowded harbor (U.S. Navy, Bureau of Yards & Docks 1947: Vol. II, 142). The NATS moved to Keehi Lagoon in 1944, and the former PAA-leased lands and facilities were then available for reuse by some other Navy activity. These were desired by the Commandant of the Navy Yard for use as the Harbor Patrol Base (Furlong 1943) and by the Commandant of the Fourteenth Naval District for use as a Destroyer Base (Ghormley 1944). Admiral Chester Nimitz approved the latter use on September 10, 1944. The Byrne Organization was the construction company which built some new buildings for this base, as well as relocating and altering other buildings (Byrne Organization 1944). The area was labeled "Cruiser-Destroyer-Destroyer Escort Administrative Center" (or "Cru-Des-DE Administrative Center") on a 1946 map (Fourteenth Naval District 1946).

By 1945 several recreational facilities were located in this part of the peninsula. The former Atkinson House (later the PAA terminal building, then NATS weather station) became a Recreation Building for the Destroyer Base by 1944 (Fourteenth Naval District 1944a). An open-air beer garden and a tennis court were built near the intersection of Franklin and Laniwai Avenues, on either side of an existing pool. By April 1945, the beer garden area had grown to absorb the southernmost part of Laniwai Avenue and to incorporate the triangle previously formed by Coral, Franklin, and Laniwai Avenues. Handball and volleyball courts were also built by this date (Fourteenth Naval District 1945). Another tennis court was built near the water, north of the Atkinson House/Recreation Building. Two other officers' recreation buildings were located at the Destroyer Base, near the intersection of Coral and Aloha Avenues. These were labeled as ex-PAA office and terminal buildings (Fourteenth Naval District 1944a). The foundations of these buildings remain, with a brick and concrete patio on the water. The patio was shown as slightly altered by 1946, with the addition of a "canvas top" on the northern and western sides, plus a small projecting trapezoidal shape in the southwest corner (Fourteenth Naval District 1946). On the 1951 map of the peninsula, that projection was called "the band stand & dance floor," and the concrete deck area was listed as "pavilion, patio & arbor" (Fourteenth Naval District 1951). In the former Yacht Club area, the 1946 map shows an outdoor theater (Fourteenth Naval District 1946). Those recreational amenities (dance floor and

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theater) were probably built in 1945, to entertain the men who were waiting to be discharged from service.

In 1942, warehouses were constructed in the vacant blocks along Franklin, Lehua, and Lanakila Avenues. Work on clearing the area for warehouses started a few weeks after the attack, but had to be delayed until the Navy legally got control of the property. Another complication was the arrival of materials to be stored before the buildings were completed, and before unloading equipment, such as cranes and forklifts, was available here (*The Messenger* 1944: 3). This warehouse area was called the Pearl City Naval Supply Depot Provisions Annex. It was not officially established until 1944 (Fourteenth Naval District 1946). Loko Weloka (the fishpond on the east side of the peninsula) was filled in and provided additional land for warehouse and open storage use. In 1945 a 1,800' timber wharf was constructed, about where the eastern edge of this fishpond had been, to serve this annex (Hawaiian Dredging Company [1946]: 19).

The former low-lying rice fields north of Palm Avenue were filled to create drier land for additional warehouses. A 1943 drawing labels this area east of Lehua Avenue as the Pearl City Supply Depot. A 1944 boundary map (Fourteenth Naval District 1944b) of this area is titled Pearl City Salvage Area. This is probably the area where the two 14-inch gun turrets (each with three of the huge guns), which had been removed from the *USS Arizona*, were disassembled and salvaged for use in Batteries Pennsylvania and Arizona (Thompson n.d. 116). Maps from 1946 through the 1950s call it the Pearl City Storage Area. Three large, double-gabled warehouses plus one smaller, open-sided building were constructed here, set at an angle to the street, due to the railroad spurs that curved from Lehua Avenue. Two other open-sided buildings, used for cable storage, were sited parallel to Lehua Avenue (Fourteenth Naval District 1943). A splinterproof air raid shelter was also built in this area. The sloped retaining walls that lead to the entries suggest that an earth cover for this facility may have existed or been planned.

The Pearl City Fuel Annex was built on the west side of Lehua Avenue, also on former rice fields. This was part of a joint Army-Navy War Reserve Gasoline Storage system. It was planned as a reserve system before the war, but it "became a dispensing system and was in constant use throughout the war" (Richardson [1946]: 228). The main tank farm for the system was in Waikakalaua Gulch, about ten miles from the Pearl City Fuel Annex, with pipelines connecting these areas, the Ewa Junction fuel facilities, Hickam Field, Pearl Harbor, and Barbers Point Naval Air Station. The Army and Navy cooperated on this system, but the Pearl City facilities were designed and built by the Navy (Richardson [1946]: 232). The two fuel tanks erected here in 1944 (Fac. S 87 and S 88) were 1924 tanks relocated from the Upper Tank Farm at Pearl Harbor (Oeda 1995 and Gammon 2000). Aviation gasoline stored in this fuel area could be routed in a fuel line down to the carrier wharves at the southern end of the peninsula.

Two additional carrier wharves (Facilities V-3 and V-4) were built in 1944 at the tip of the peninsula, under a Navy contract with Hawaiian Dredging Co., along with additional warehouses. This area of the peninsula was the main parcel of the Naval Aviation Supply Depot (NASD), and had the administration building. This part of the peninsula was right across the channel from Ford Island and was a logical place for expansion of the carrier support facilities. The NASD was first proposed in 1942 "to relieve Naval Air Station, Pearl Harbor, of the burden of serving the rapidly expanding network of air stations and facilities" in the district and forward bases (Fourteenth Naval District [1945]: Vol. 1, 10). Naval aviation became an increasingly important component of military strategy during WWII, and there was sensational development and growth in aviation supply needs. The first sites chosen for the new activity were docks at the tip of Pearl City Peninsula and the warehouse area planned for undeveloped



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Waiawa Gulch, a few miles inland and a little west of the peninsula. The choice of the warehouse site, despite its many disadvantages, was based on the concept of a dispersed storage area, far from the menace of a second attack on Pearl Harbor (Fourteenth Naval District [1945]: Vol. 1, 53). NASD construction was jointly done by private contractors and Naval Construction Battalions (CBs or Seabees); and it "proceeded slowly, with frequent breaks occasioned by the transfer to forward areas of Seabee construction battalions" (Fourteenth Naval District [1945]: Vol. 1, 55). These breaks meant loss of momentum in construction, as well as the loss or diversion of drawings and construction machinery, and there was no construction work at all from June of 1943 until early 1944. Construction was further hampered by torrential downpours and the muddy conditions that resulted from them. There was great competition among Navy activities for cleared land area on Pearl City Peninsula, and by the time the NASD put in its bid for more land there, the Destroyer Base was already established on the west side and the Naval Supply Depot (NSD) had most of the east side for its "refrigerated storage, dry provisions, strip ship materials, and oil storage" (Fourteenth Naval District [1945]: Vol. 1, 58). The District Logistics Board ruled in favor NASD's appeal for more land at the tip of the peninsula, and "two large transit sheds, four docks, an administration building, four retail warehouses, a refrigerated photographic building, a civilian cafeteria, a fire station and a boat house" were built there (Fourteenth Naval District [1945]: Vol. 5, 3). When needed, additional warehouse space at Iroquois Point was assigned to NASD.

Housing and feeding all the additional military and civilian workers for the NASD in this small community, far from the main parts of the base and from Honolulu, was a problem. Barracks for the enlisted personnel, who handled most of the storage and laboring jobs, were developed at Pearl City Junction, about halfway between the two main storage areas of the NASD. This area consisted of "four 250-man barracks, a 78-man Bachelor Officers' Quarters, messing facilities for both officers and men, post office, ship's service, chapel, theatre, dispensary, offices for personnel, disbursing, etc., large recreation fields, recreation [beer] garden and four large bulk storage warehouses" (Fourteenth Naval District [1945]: Vol. 5, 3). Housing was also provided for Naval Supply Depot workers. In 1944 the Waterhouse Estate on the peninsula became housing for the first mainland recruits brought in as storekeepers and typists, and for similar positions; by March 1945 a civilian housing area (CHA) had been built in nearby Waimano to house additional workers (Fourteenth Naval District [1945]: Vol. 5, 11). Just south of the Waterhouse estate, the George Fuller home, where President Roosevelt had visited in 1934, became a United Service Organization (USO) building in 1944 (Ellis 1995: 79). The house next door to that was used as the NASD senior officers' quarters. Many local civilian families continued to live in their Pearl City Peninsula homes through the war years (Nicholson 1993: 57). Navy drawings show that around 1944 the Navy relocated some civilian houses within the peninsula, from the Naval Aviation Supply Depot at the tip of the peninsula to an area between Beryl Street and Kaiapo Canal. The Navy also established a small prisoner of war camp on the peninsula in 1945, just north of the Waterhouse Estate, and an Army camp for Military Police was located north that, including the former Oahu Council of Girl Scouts / I'aueka estate land (Fourteenth Naval District 1946).

The Navy changed the shape of Pearl City Peninsula, not only by filling Loko Weloka, as mentioned above. The southern and western shorelines were altered by filling with dredged materials, and a pointed, rather than a rounded, tip was created by the construction of the four carrier wharves. Also, Hawaiian Dredging Company was contracted to build an earth dyke around Waiawa Peninsula in 1945, but the work was stopped "as a result of the inability to stabilize the sub-surface foundation and the continual settlement of the dyke sections" (Hawaiian Dredging Company [1946]: 28).

**Military Acquisition of and Construction on the Peninsula after World War II**

The Navy condemned all the land below the railroad tracks on the peninsula after World War II. A set of survey maps was prepared for the Navy, starting in 1944 and updated through 1947, of the lands on the peninsula that were not already acquired. These detailed maps show the location of the existing houses and outbuildings. A 1951 map (reproduced at end of this report) shows most of the same buildings, and the structure list on that map indicates the Navy had reused most of the houses for "dependent rental housing." There was opposition to the condemnation, especially to the prices the Navy offered, with petitions to the Governor, and articles and letters published in the newspapers (*Honolulu Advertiser* 1946a & b). However, the estimated 3,000 residents on the peninsula eventually relocated, some moving their houses to new lots. The Navy also acquired the Waiawa portion of the Pearl City Peninsula after WWII, although no history of use of that area, with its ponds and rice fields, by the military during the war was found.

Very little remains of the pre-WWII period on Pearl City Peninsula. Two houses and one garage (Fac. 636, 637, and 639) are clearly pre-World War II buildings, although listed with 1944 dates in the Navy database. This 1944 date is closer to the acquisition date than to the actual year built. The bridges across the Kaiapo Canal to the "Venetian Palms" subdivision remain. There are also some shoreline walls, bollards, and other features on the western side of the peninsula, between Aloha and Franklin Avenues. These are either from the PAA or World War II period.

Three houses on the former Pearl Harbor Yacht Club lot (Fac. 730, 731 and 732) are listed with 1942 "year built" dates; however, they do not appear on 1945 or 1951 maps of this area. It is possible the construction dates are correct, and that the houses were moved here after 1951. The slab foundations suggest, however, these three houses were constructed here, sometime after 1951 (see HABS No. HI-358-D and HABS No. HI-358-E). There is a garage with attached quarters (Fac. 640) located just to the north of these three houses, whose date is also uncertain. It is listed with a 1944 date, but appears to be more recent construction. A house (Fac. 633) and a garage (Fac. 632) were added to this former Macintyre-Robinson parcel, in 1948 and 1950, respectively (see HABS No. HI-358-C).

The area of the "Venetian Palms" subdivision was designated a "dredge disposal area" on the 1951 map. Later maps labeled the area a landfill. All the canals of this subdivision, except the Kaiapo Canal, disappeared under fill material. The Waiawa portion of Pearl City Peninsula was also used for landfill or dredged spoils disposal. In 1977, the 24.5-acre Waiawa unit of the Pearl Harbor National Wildlife Refuge was created, and involved "the excavation of new ponds with several nesting islets [to create] feeding habitat for the endangered Hawaiian stilt" (Ellis 1995: 136). This created habitat also supports three other endangered waterbird species, and is maintained by inter-agency cooperation of the Navy and the Fish and Wildlife Service.

Starting in the 1950s, the Navy cleared almost all of the pre-WWII civilian houses on the peninsula and built Navy housing. Most of the housing on the peninsula dates from 1952, 1969, or the 1990s (Mitsunaga & Associates, Inc. 1995: iii). Almost all the pre-WWII housing was replaced in the 1952 or 1969 projects. New construction and renovation of Pearl City Peninsula housing is ongoing. The southern and eastern shores of the peninsula have been reserved for non-residential uses, perhaps because most of this area is fill land. Some large buildings have been recently constructed here, including new facilities for Navy Sea, Air, Land (SEAL) teams, such as the building for their underwater delivery vehicles.

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In the Pearl City Fuel Annex almost all the WWII facilities have been demolished, replaced, or extensively altered. Only the gasoline pumphouse (Fac. 85) is largely intact. Several structures were added to this fuel area since the 1940s. Two fuel tanks were built by the Chicago Bridge and Iron Company at the annex in 1951-1952. One was demolished ca. 1996 and the other tank (Fac. S 94) was completely rehabbed in 1992. Another tank (Fac. 775) extant in this annex dates from 1963. A replacement tank (Fac. S 799) for the 1944/1924 tank was built in 1982.

Of the numerous other facilities added to the peninsula during WWII, only a few remain. The extant buildings are the warehouses (Fac. 71-76) and an air raid shelter (Fac. S 77) built in the filled-in rice fields (now a Camp Smith annex area), plus the four concrete wharfs (Fac. V1 – V4) in the former NASD at the tip of the peninsula.

### **SOURCES OF INFORMATION**

#### **A. ARCHITECTURAL DRAWINGS AND MAPS**

Early maps of Pearl Harbor were provided by Jeffrey Dodge, Historic Preservation Specialist with the Naval Facilities Engineering Command, Pacific. Some other useful maps prepared by the U.S. Navy were found in the Plan Files of the Naval Facilities Engineering Command, Pacific. Many of these were the set related to the land acquisition at Pearl City Peninsula during and after World War II (Drawing Nos. OA-N1-1122 through OA-N1-1137, plus index map OA-N1-1302 and Waiawa map OA-N1-314). A few other maps from Plan Files are listed below in the Bibliography, under Fourteenth Naval District. Drawing no. B-N22-326 shows the extent of filling at the southern tip of the peninsula and is reproduced in this report.

#### **B. EARLY VIEWS**

In addition to the historic photographs of Pearl City Peninsula that were reproduced in several books listed below, other photo collections were searched: the Hawaii State Archives, the Bishop Museum Archives, the 14th Naval District Collection maintained by the USS *Arizona* Memorial Association, the Naval Facilities Engineering Command Archives at Port Hueneme, California, and the Still Photos Section of the National Archives II, in College Park, Maryland. Numerous interesting photographs of this peninsula were located, but few of the buildings and structures in the photos remain.

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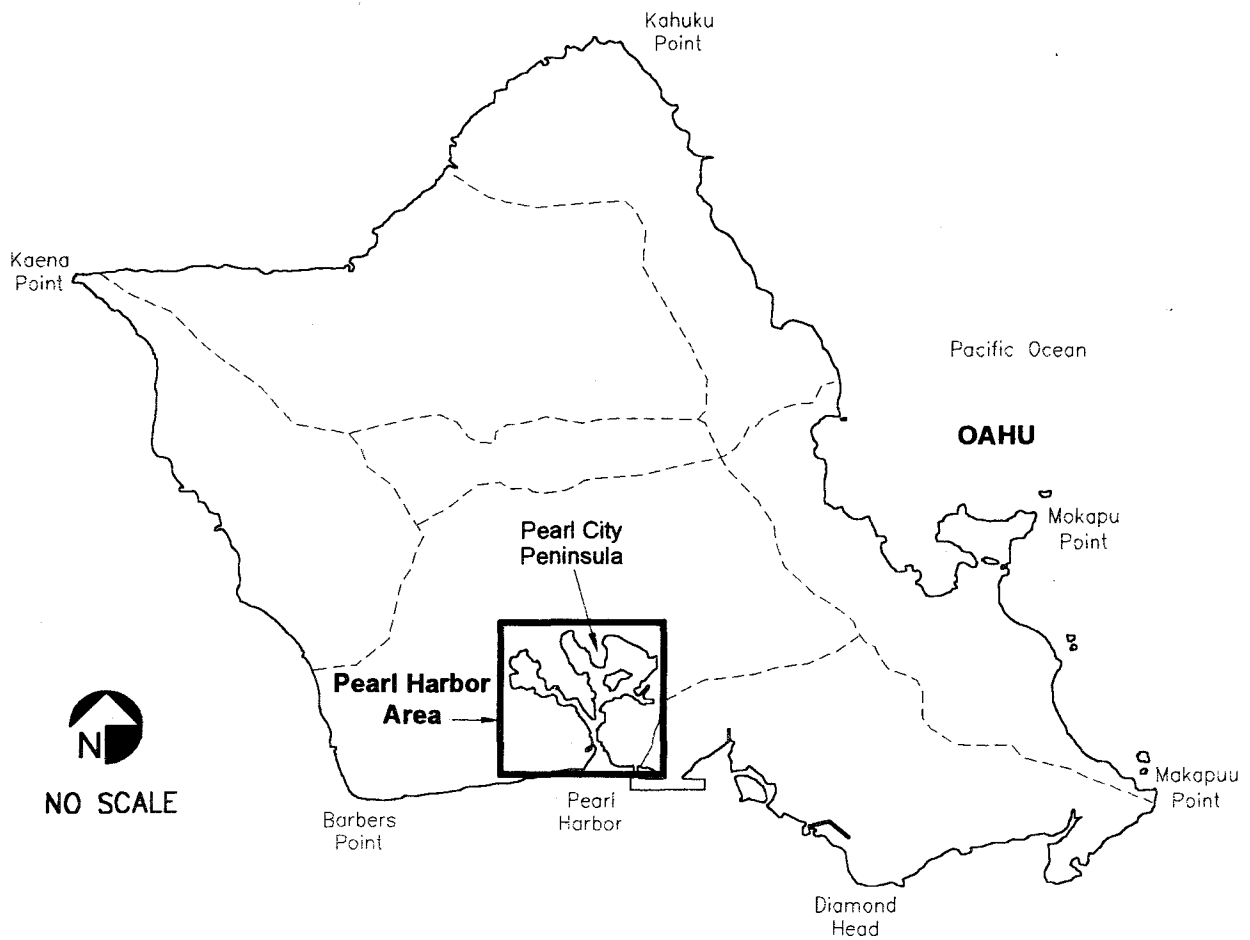
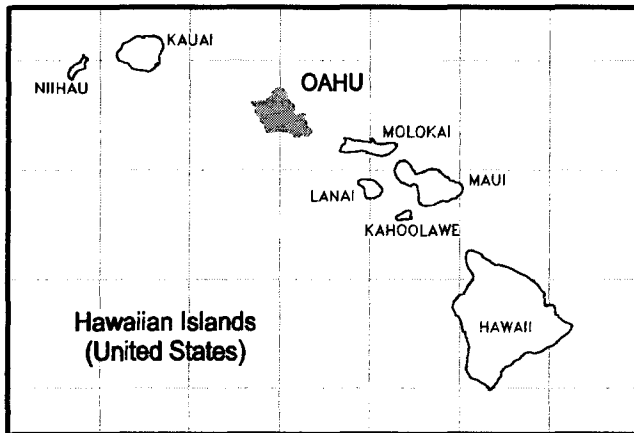
**PROJECT INFORMATION**

Commander Navy Region (COMNAVREG) Hawaii has embarked on a program of documentation of historic properties within its area of responsibility, with the goal of recording historic information about each property type or set of facilities. In order to establish the context of significance for the facilities in this geographic area, this overview report was prepared. This information will assist COMNAVREG Hawaii in the appropriate management of the properties in this area, be it routine repair and maintenance for continuing use, rehabilitation for continuing use / adaptive reuse, or demolition. This report was prepared under a Historic Preservation Services contract (N62742-97-D-3502) awarded to AMEC Earth and Environmental, the prime contractor, by the U.S. Navy, Naval Facilities Engineering Command, Pacific. The contract was funded through the Cultural Resources Program of COMNAVREG Hawaii. The photographs were taken by David Franzen, of Franzen Photography. The Oahu map was made by Nestor Beltran of NAB Graphics, and the UTM map was made by Angela Stiber, Architect at Mason Architects, Inc. This report was researched and written by Ann Yoklavich, Architectural Historian at Mason Architects, Inc.

**Prepared by:** Ann Yoklavich, Architectural Historian  
Mason Architects, Inc.  
119 Merchant Street, Suite 501  
Honolulu, HI 96813

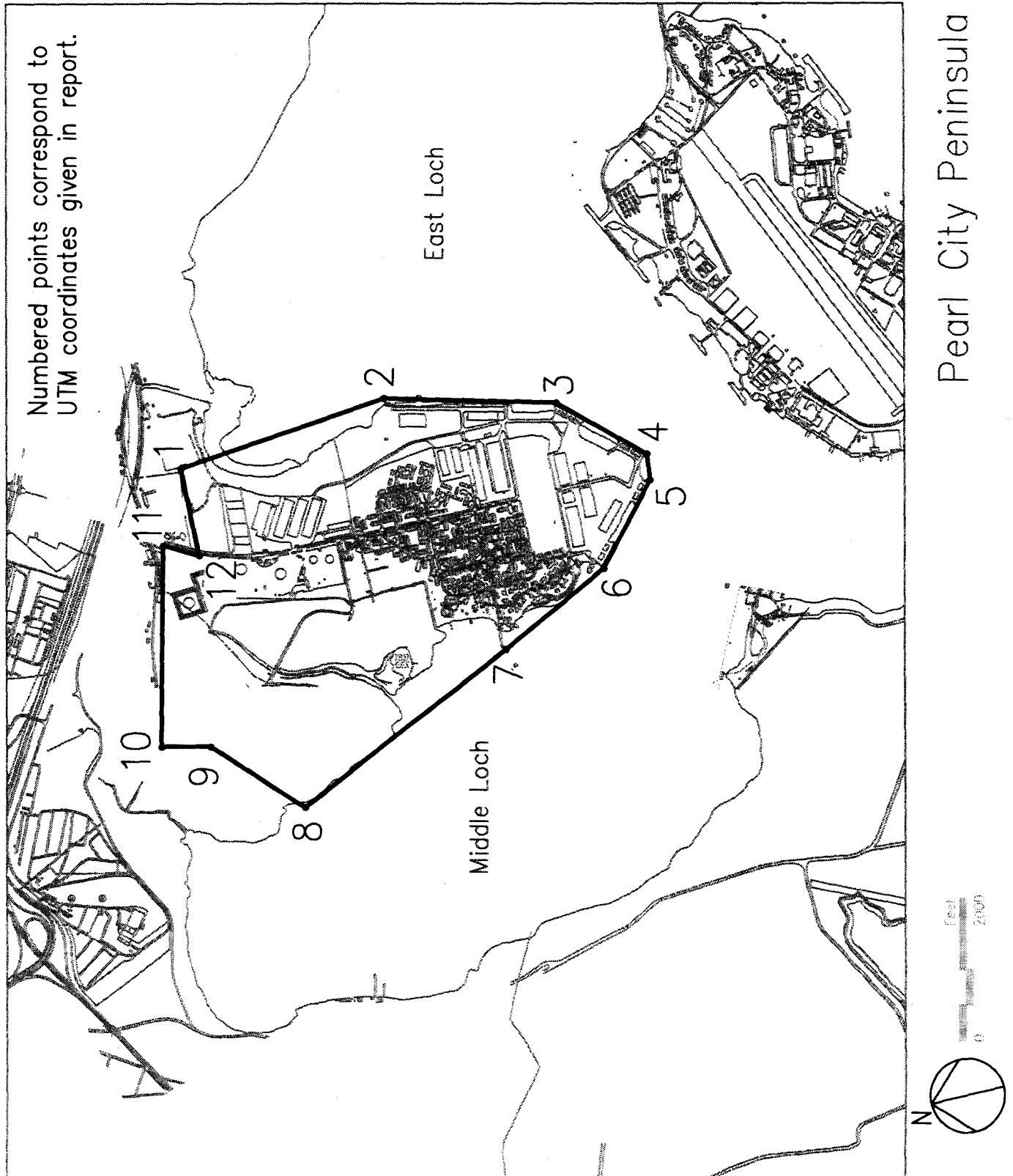
Date of Final Report: October 2004

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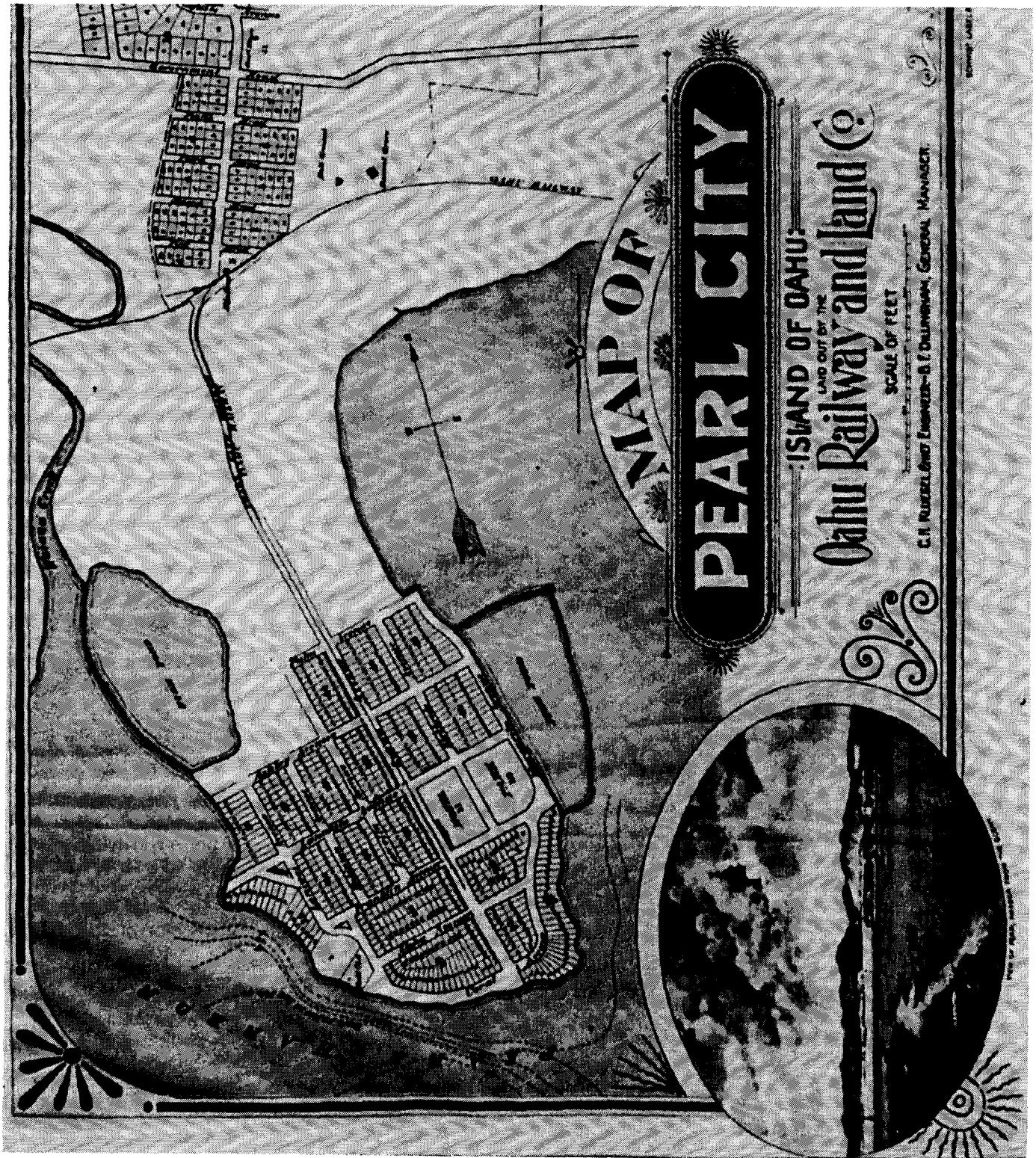


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Pearl City Peninsula, showing UTM boundary points

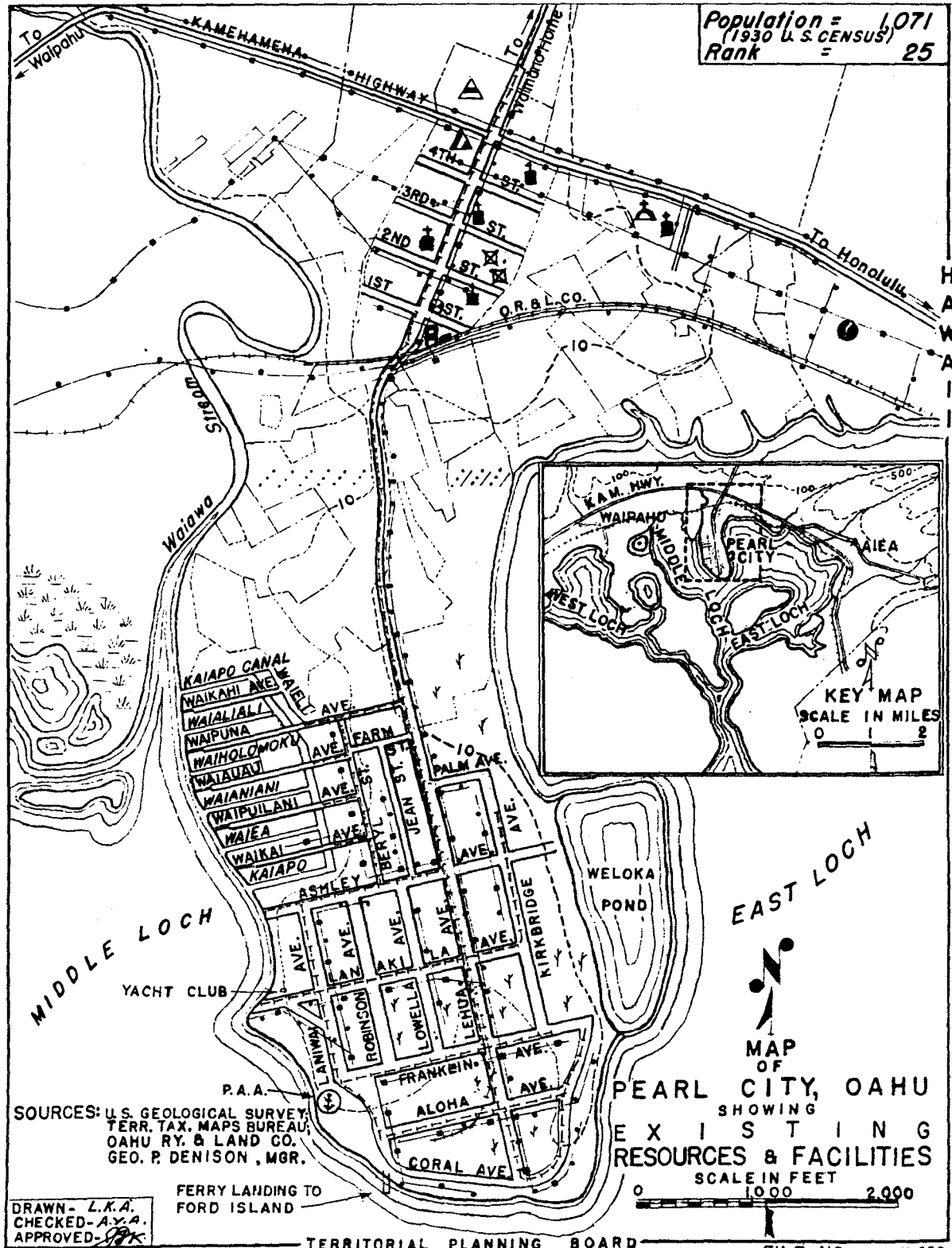


Pearl City Peninsula ad, c. 1890s  
Source: Bishop Museum, CP# 104,389



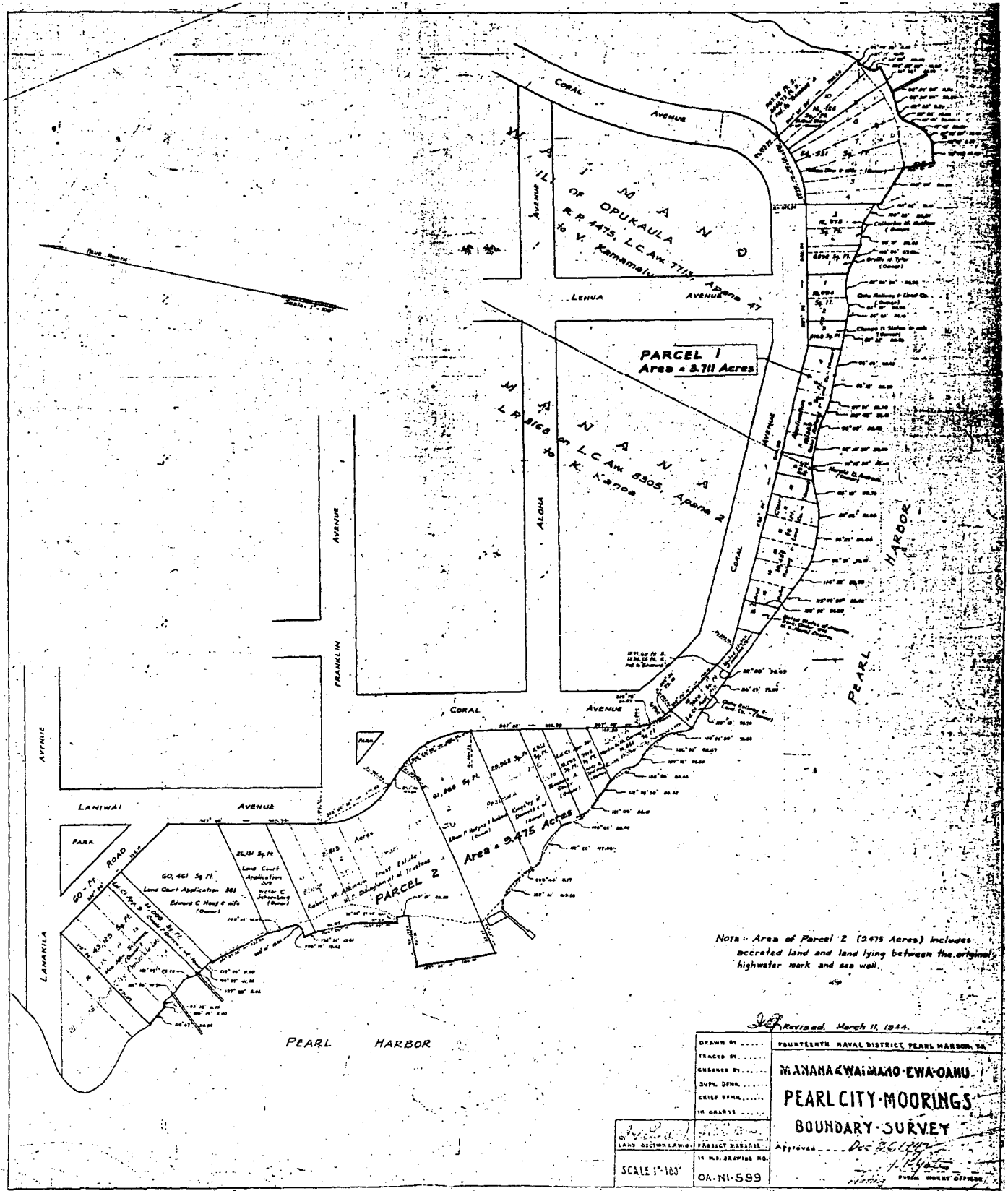
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1939 map of Pearl City  
 Source: Hawaii, Territorial Planning Board 1939: 370



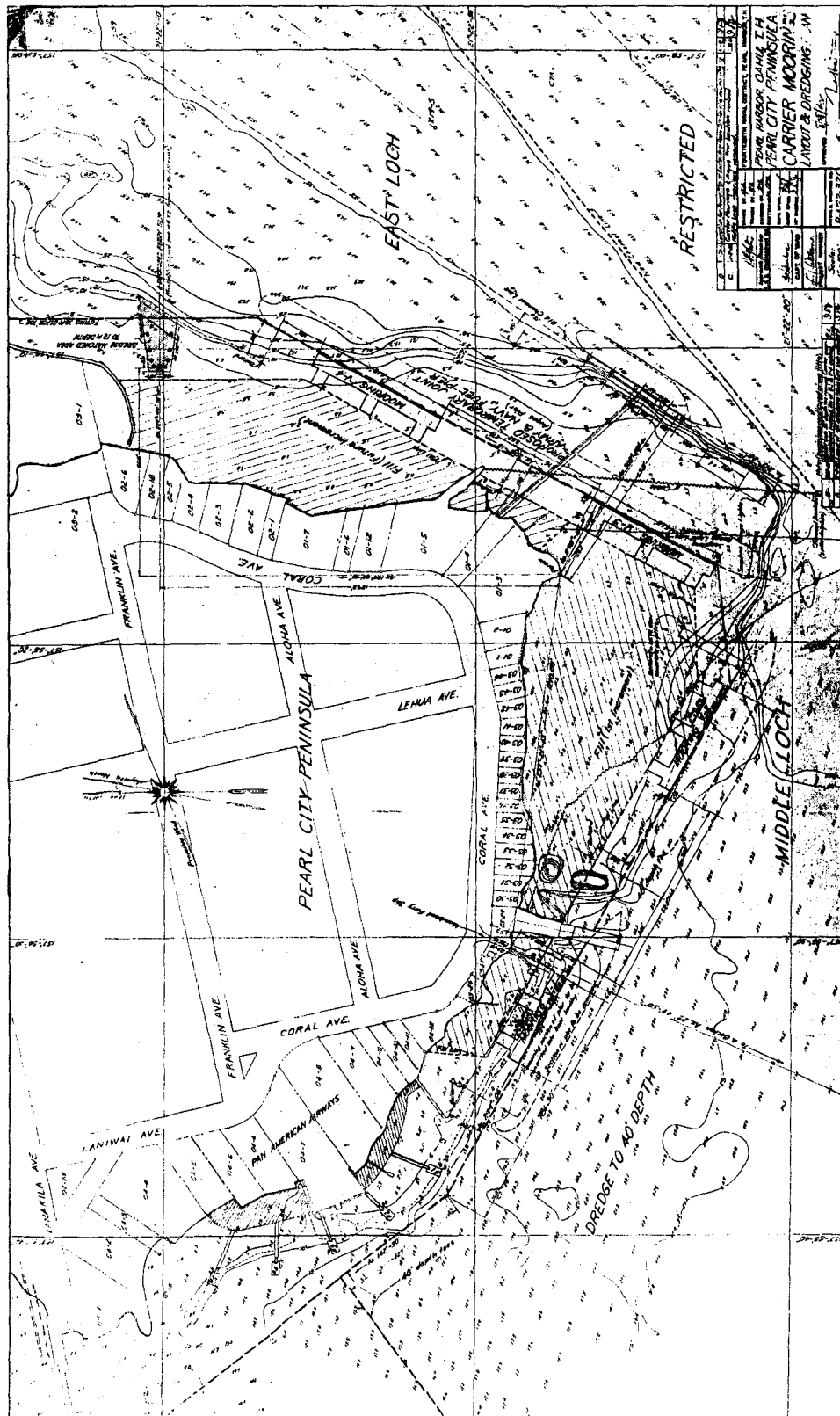
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Southern and Western Shorelines of Pearl City Peninsula, dated December 1942.  
 Source: Plan Files of Naval Facilities Engineering Command, Pacific (Dwg. no. OA-N1-599)



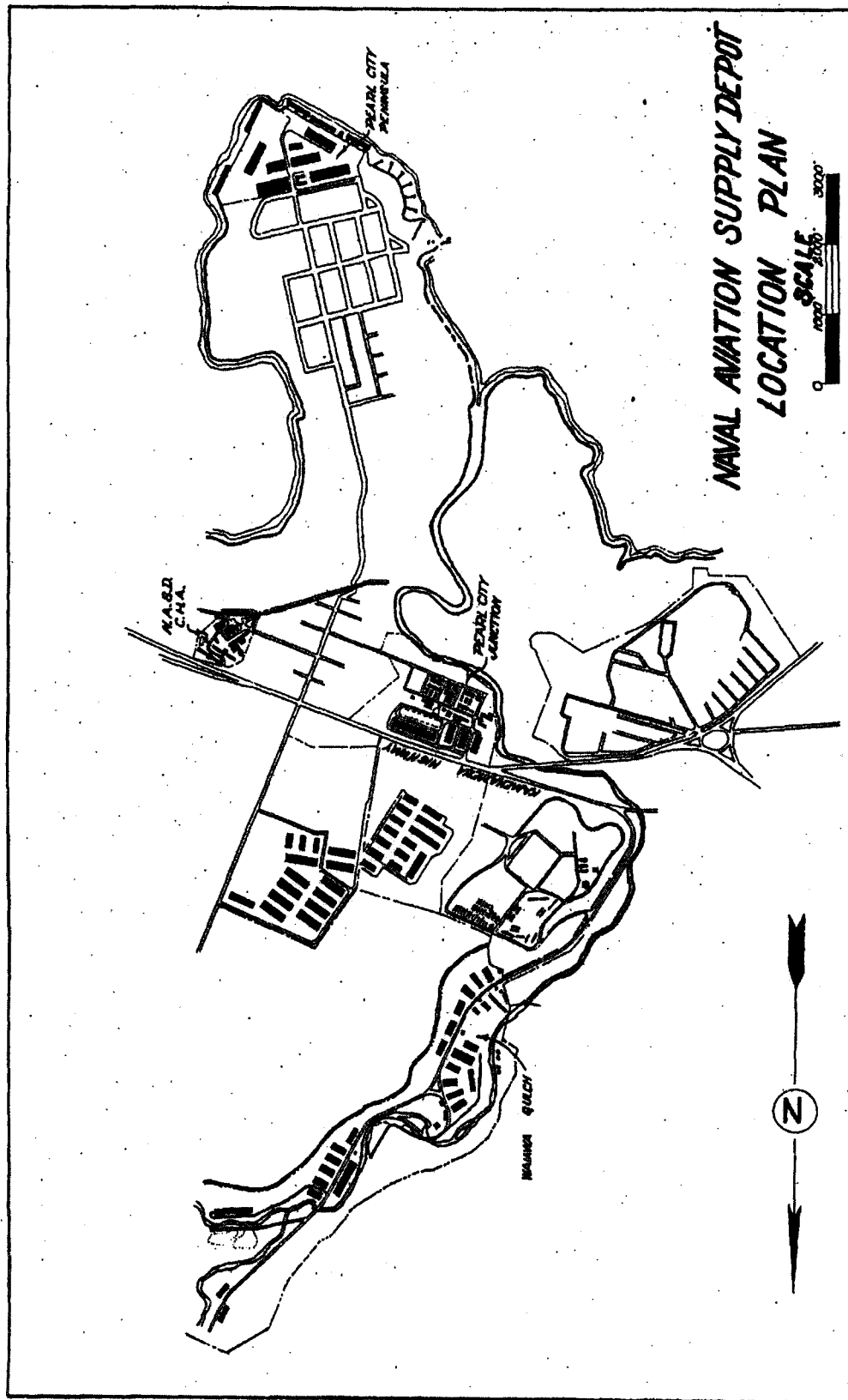
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Shoreline of Southern Tip of Peninsula Showing Planned Fill and Wharfs, dated August 1942  
 Source: Plan Files of Naval Facilities Engineering Command, Pacific (Dwg. no. B-N22-326)



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Location of Naval Aviation Supply Depot parcels, ca. Sept. 1945  
Source: Fourteenth Naval District [1945], Vol. 5, Appendix 21





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Naval Aviation Supply Depot parcel at tip of Pearl City Peninsula, ca. Sept. 1945  
Source: Fourteenth Naval District [1945], Vol. 5, Appendix 22

